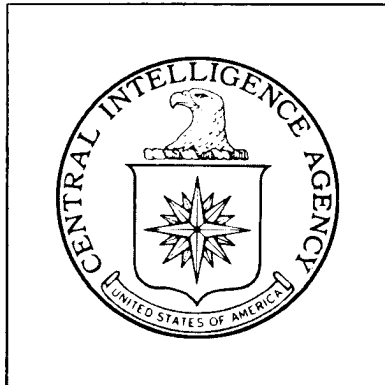


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**DIRECTORATE OF
INTELLIGENCE**

**Industrial Facilities
(Non-Military)**

Basic Imagery Interpretation Report

**Pyongyang Railroad Locomotive
Manufacturing and Rolling Stock Repair Plant
Pyongyang, North Korea**



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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
Imagery Analysis Service

INSTALLATION OR ACTIVITY NAME		COUNTRY	
Pyongyang Railroad Locomotive Manufacturing and Rolling Stock Repair Plant		KN	
UTM COORDINATES	GEOGRAPHIC COORDINATES		25X1
51SYD350252	39-02-45N 125-43-25E		
MAP REFERENCE			
USN00. USATC, Series 200, Sheet M0380-7HL, 4th ed, Nov 68, Scale 1:200,000 (SECRET)			25X1
LATEST IMAGERY USED		NEGATION DATE (If required)	
		NA	25X1

ABSTRACT

Pyongyang Railroad Locomotive Manufacturing and Rolling Stock Repair Plant produces and probably repairs electric locomotives and passenger cars. The plant probably produces most of the parts needed for these operations. Electric locomotives and passenger cars have been identified on photography in the production area of the plant. We have not been able to determine the production rate of locomotives or passenger cars from photography.

The plant contains two final assembly buildings, a final assembly building with a subassembly section, two final checkout buildings, two probable foundries, a forge shop, a probable fabrication complex, two rail transversers, and numerous storage, support and administration facilities. In December 1962, the date of the earliest photography used in this report, the plant was complete. Since that time only a few minor support buildings have been added. An unidentified building was under construction when the plant was last seen in March 1971. The plant has been active on all photographic coverage from December 1962 to March 1971.

This report includes a photograph of the plant, describes the facilities, discusses operational functions and production activity, and lists the type and number of rolling stock observed in the production area.

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FIGURE 1. LOCATION MAP.

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INTRODUCTION

Pyongyang Railroad Locomotive Manufacturing and Rolling Stock Repair Plant is located in the northeast section of Pyongyang (see Figure 1). It is adjacent to Pyongyang Railroad Classification YARDS Sopyangyang

and 6 nautical miles west-northwest of Pyongyang Airfield East. Another rolling stock repair facility which is located 1,000 feet west of the plant may be associated, but it is outside the plant perimeter.

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According to a US Defense Department report, the Japanese built a locomotive repair facility at this site before the end of World War II. ^{1/} It was reportedly damaged during the Korean War and the present plant was built between 1955 and 1957.

BASIC DESCRIPTION

Physical Features

The Pyongyang Railroad Locomotive and Rolling Stock Repair Plant is enclosed within a walled area approximately 3,000 by 1,000 feet and occupies about 73 acres. It is road and rail served (see Figure 2).

The main production facilities are two final assembly buildings, one final assembly building with a subassembly section, two final checkout buildings, two probable foundries, a forge shop, a probable wheel and axle shop, and a fabrication complex containing four unidentified buildings and a products storage yard. Other facilities in the plant include a paint shop, a probable steam plant, a probable producer gas plant, ten workshops, two probable workshops, and several other storage and support buildings. The plant also has three crane-served material storage yards and two rail transversers.

In December 1962, the date of the earliest photography used in this report, the plant was complete. Only a few minor support buildings have been added since that time. Construction of an unidentified building (Item 18) started between April and November 1970 and it was in an early stage of construction when the plant was last seen in March 1971.

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Operational Functions

This plant produces and probably repairs electric locomotives and passenger cars. Most of the parts needed for these operations are probably produced in the plant since it has a forge shop, a probable foundry, a probable fabrication complex, and several workshops. There are separate final assembly buildings and final checkout buildings for the locomotives (Item 23 and 24, Figure 2) and the passenger cars (Item 12 and 19). The facilities believed to be primarily involved in repair of locomotives and passenger cars are one of the final assembly buildings (Item 21), the probable wheel and axle shop (Item 10), and the paint shop (Item 3). The two rail transversers are for moving heavy parts, subassemblies, or partially completed equipment from one building to another or from one bay to another in the same building.

Production Activity

This plant has been active on all photographic coverage from December 1962 through March 1971. It has not been possible to determine the production rate of either locomotives or passenger cars from photography. Poor-quality coverage precluded an accurate count of the rolling stock present before February 1968. Since that time the coverage has not been frequent enough to determine whether the rolling stock was newly manufactured or repaired.

Table 1 lists the number of locomotives and passenger cars observed in the production area of the plant on coverages from February 1968 to March 1971. It does not include the rolling stock seen in the holding yard or on the service tracks in the southern section of the plant. A variety of cars have been observed in that section, usually numbering 80 to 100, which were probably used to deliver raw materials.

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Table 1. Locomotives and Railroad Cars Observed in the Production Area of the
Pyongyang Plant

Type	Date and Number Observed					
Electric Locomo- tives	2				8	7
Probable		7	9	8		3
Passenger Cars	22				31	34
Probable	5	20	22	19	3	3
Possible	6					

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Table 2. Facilities at Pyongyang Railroad Locomotive Manufacturing and Rolling Stock Repair Plant (Keyed to Figure 2)

Item	Description	Dimensions (Ft)	Total Floorspace (Sq. Ft)	Remarks	Item	Description	Dimensions (Ft)	Total Floorspace (Sq. Ft)	Remarks
1	Storage Building	175 x 45	7,875		24	Final Assembly Building with Subassembly Section	500 x 230	115,000	Locomotive Assembly
2	Workshop	120 x 40	4,800		25	Probable Fabrication Complex			
3	Paint Shop	330 x 50	16,500	Probably for Passenger Cars	a	Unidentified Building	195 x 70	13,650	
4	Storage Building	80 x 30	2,400		b	Crane-Served Open Storage Yard	-	-	
5	Probable Workshop	130 x 40	5,200		c	U/I Building	65 x 30	1,950	
6	Probable Steam Plant	-	-		d	U/I Building	210 x 45	9,450	
7	Probable Producer Gas Plant	-	-		e	U/I Building	70 x 45	3,150	
8	Workshop	160 x 50	8,000		f	Crane-Served Materials Yard	-	-	
9	Crane-Served Materials Yard	-	-		26	Support Building	150 x 50	15,000	2 Story, U-Shaped
10	Probable Wheel and Axle Shop	100 x 45	4,500				150 x 50	15,000	
11	Probable Foundry	255 x 175	44,625				80 x 30	4,800	
12	Final Checkout Building	90 x 55	4,950	For Completed Railroad Cars	27	Administration Building	100 x 55	16,500	3 Story
13	Support Building	130 x 130	16,900		28	Support Building	150 x 30	4,500	
14	Probable Workshop	160 x 40	6,400		29	Administration Building	230 x 40	18,400	2 Story
15	Workshop	170 x 70	11,900				115 x 40	9,200	
16	Workshop	115 x 40	4,600				115 x 40	9,200	
17	Probable Auditorium	140 x 105	14,700		30	Workshop	160 x 40	6,400	
18	Unidentified Building Under Construction	-	-		31	Workshop	Irregular	4,600	
19	Final Assembly Building	280 x 50	14,000	Railroad Car Assembly	32	Workshop	255 x 105	26,775	
		270 x 185	49,950		33	Probable Foundry	340 x 100	34,000	
20	Rail Transversers (2)	-	-		34	Workshop	120 x 40	4,800	
21	Final Assembly Building	295 x 295	87,025	Probably Engine and Car Repair	35	Workshop	115 x 25	2,875	
22	Forge Shop	275 x 105	28,875		36	Crane-Served Raw Materials Yard	-	-	
23	Final Checkout Building	200 x 145	29,000	For Completed Locomotives	37	Support Building	120 x 35	4,200	
					38	Workshop	100 x 50	5,000	
							55 x 45	2,475	

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FIGURE 2. PYONGYANG RAILROAD LOCOMOTIVE MANUFACTURING AND ROLLING STOCK REPAIR PLANT.

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Map

USN00. US Air Target Chart, Series 200, Sheet M0380-7HL, 4th edition,
Nov 68, Scale 1:200,000 (SECRET)

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Document

1. DOD. Pyongyang Electric Locomotive Factory,
20 June 1968 (CONFIDENTIAL)

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Requirement

COMIREX N02
Support Number 429227

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